

Table 4-7: Employment Coverage of Circulator Routes

| | Employment within 1/8 Mile | | | Employment within 1/4 Mile | | |
|----------------------|----------------------------|---------|-------------------|----------------------------|---------|-------------------|
| | All Employees | Federal | % of Core Federal | All Employees | Federal | % of Core Federal |
| Alternative A | 288,421 | 165,614 | 78% | 411,218 | 194,694 | 91% |
| Alternative B | 278,375 | 161,848 | 76% | 412,100 | 197,259 | 93% |

values were used where circulator connections would not be as good and where other transit options exist. The highest values were used for trips to the monuments where circulator service would be good and parking is limited.

For visitor access trips from around the region, estimates ranged from 2% to 10% for most areas, while from downtown hotels and the convention center, estimates ranged from 5% to 30%. The exception to this was the Monuments area where estimated shares ranged from 15% to 45%.

For local trips in the core area made by employees and shoppers, shares were estimated based on current transit shares for each origin-destination as indicated by the data obtained from the COG regional model. A figure lower than the current share was used where good transit alternatives exist and the circulator could capture some of the market. A figure higher than the current share was only used in a few cases where the circulator is expected to be a major improvement in providing transit connections.

Riders were assigned to routes assuming the most logical path between each origin and destination. The estimated number of riders on each route, by market, is shown in Table 4-8. These ridership figures are average weekday riders³¹. Peak season ridership is expected to be considerably higher. Off-peak season ridership would be lower. Annual ridership was derived from the annual figure for visitors plus an expansion of average weekday non-visitor riders using an appropriate annualization factor for non-visitor travel³². The annual ridership by market is shown in Table 4-9. The tables show that the majority of riders on the circulator system would be visitor circulation or access/egress trips. This is also true on three of the four routes.

The White House-Capitol Route ridership would be 76% visitor trips. The major visitor markets served by this route would use the segment connecting Union Station, the Capitol Visitors' Center, and the Mall. The major non-visitor markets served would be for travel between the downtown and both the Capitol area and the area west of the White House.

The Monuments Route would serve only visitors. The very high ridership levels on this route reflect the fact that many riders would board and alight this route several times in one visit, stopping at several stops to visit the many attractions.

³¹ The average daily trips in visitor markets in Tables 1-4 and 1-8 were converted to average weekday using data on Smithsonian attendance by day of week. In the employee/shopper market, figures in Table 1-10 are already average weekday.

³² Average weekday non-visitor ridership was converted to annual ridership assuming 292 weekday equivalents annually. This is consistent with Regional Bus Study methodology.